

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2376

IN THE MATTER OF:

Served September 29, 1982

Application of BLUE LINES, INC.,)
for Authority to Increase Rates)

Case No. AP-82-12

On August 26, 1982, Blue Lines, Inc., filed its WMATC Tariff No. 3 to cancel and supercede its WMATC Tariff No. 2 which has been in effect since May 28, 1979. The proposed Tariff No. 3 would become effective October 1, 1982. A summary of the proposed charges follows:

SPECIAL OPERATIONS

Tour	Current Fare		Proposed Fare		Group Discount Per Capita	
	Adults	Children	Adults	Children	Current	Proposed
BC	\$10.00	\$ 5.00	\$12.00	\$ 6.00	\$ 7.00	\$10.60
BCA	16.00	8.00	18.00	9.00	10.00	14.40
CAM	18.50	9.75	19.50	10.75	11.50	16.20
AD	27.50	14.00	29.50	15.50	17.50	24.20
N	10.00	5.00	12.00	6.00	7.00	10.60
K	9.00	4.50	12.00	6.00	7.00	10.60

CHARTER OPERATIONS

	Current Fare */		Proposed Fare */	
	Charter	Sightseeing	Charter	Sightseeing
Limousine (van) Per Hour	\$17.50	\$22.50	\$29.00	\$29.00
	or 70¢/mile			
Bus	19.00	22.50	32.00	35.00
	or 90¢/mile.			

Transfers between points in the District of Columbia would be charged according to the hourly charter rate for the applicable vehicle, presumably without reference to the four (or five) hour minimums.

*/ Both current and proposed charter fares involve a minimum charge for four hours. An additional one hour charge for garage time is included for service provided in a bus.

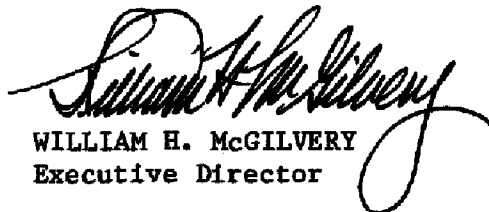
Title II, Article XII, Section 6(a)(1) of the Compact authorizes the Commission to suspend any fare, regulation or practice at any time prior to the effective date thereof. In considering whether such fare, regulation or tariff shall be suspended, the Commission must consider, inter alia, the financial condition of the carrier, its revenue requirements, and whether the carrier is being operated economically and efficiently. Further, the Compact, Title II, Article XII, Section 6(a)(2) mandates that fares, regulations or practices relating thereto must be just, reasonable, and not unduly preferential either between riders or sections of the Metropolitan District. Subsections (a)(3) and (a)(4) list additional considerations, including the need, in the public interest, of adequate and efficient transportation service by a carrier at the lowest cost consistent with the furnishing of such service, and the opportunity for a carrier to earn a net return of at least 6.5 percent after all taxes properly chargeable to transportation operations.

The proposed tariff, and particularly the financial data submitted in support of the tariff, are not sufficiently in conformance with the above-cited sections of the Compact and our regulations thereunder to permit a full determination of the issues which we must consider. The exact nature of these defects has been the subject of discussions with a representative of Blue Lines. Pending the submission of additional information, however, the proposed tariff must be suspended.

THEREFORE, IT IS ORDERED:

1. That proposed WMATC Tariff No. 3 of Blue Lines, Inc., is hereby suspended effective October 1, 1982, for a period of 90 days through Wednesday, December 29, 1982, unless otherwise ordered by the Commission.
2. That applicant is hereby directed to file an original and four copies each of its corrected tariff and revised or supplemental financial data as discussed, no later than Friday, October 8, 1982.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS CLEMENT, SCHIFTER AND SHANNON:


WILLIAM H. MCGILVERY
Executive Director